

The Hongkong Telegraph.

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NEW SERIES No 4612

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THURSDAY, AUGUST 4, 1904.

四拜禮

號四月八英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,320,000

Head Office—YOKOHAMA.

Branches and Agencies:
TOKYO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENSIN. NEWCHANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARIS BANK, LD.
THE UNION OF LONDON AND
SMITHS BANK, LD.
HONGKONG BRANCH—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent

TARO HODSUMI,
Manager.
Hongkong, 11th March, 1904. [21]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND
Sterling Reserve \$10,000,000
Silver Reserve \$6,500,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:

A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
E. Goetz, Esq.
Hon. W. J. Gresson.
A. Haupt, Esq.
H. Schubart, Esq.
E. Shellin, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH
Manager.

Shanghai—H. M. BEVIS.
LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per Annum.
For 6 months, 3 1/2 per cent. per Annum.
For 12 months, 4 1/2 per cent. per Annum.
J. R. M. SMITH,
Chief Manager.

Hongkong, 21st July, 1904. [22]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.
INTEREST on deposits is allowed at 3 1/2 per
cent. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 per cent. per annum.
For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [23]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital £1,000,000
Paid up Capital £324,374
HEAD OFFICE—HONGKONG.

Board of Directors:
Greasy Ewens, Esq.
J. Focke, Esq.

Chief Manager:
GEO. W. F. PLAYFAIR.
Interest for 12 months Fixed 5 %
Hongkong, 2nd August, 1904. [18]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Tael 5,000,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin. Hankow.
Calcutta. Tsingtau (Kiautschou).
Tientsin.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENTS
DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.
H. FIGGE,
Manager.

Hongkong, 12th April, 1904. [24]

INTERNATIONAL BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS,
GOLD \$7,992,173.37—about £1,640,000.
CAPITAL AND SURPLUS AUTHORISED
GOLD \$10,000,000—£2,055,000.

HEAD OFFICE:

1, WALL STREET, NEW YORK.
LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

BRANCHES AT
SAN FRANCISCO, WASHINGTON,
MEXICO, MANILA, Cebu, SHANGHAI,
SINGAPORE, YOKOHAMA, BOMBAY,
CALCUTTA, CANTON,
AND AGENTS ALL OVER THE WORLD.

LONDON AND CONTINENTAL
BANKERS:
NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED,
UNION OF LONDON AND SMITHS BANK, LTD.
CREDIT LYONNAIS, DRESDENER BANK,
COMPTOIR NATIONAL D'ESCOMPTE
DE PARIS, &c.

THE Corporation transacts every Descrip-
tion of Banking and Exchange Business,
receives Money in Current Account and issues
Fixed Deposit Receipts either in Gold or
Silver at Rates which may be ascertained on
Application.

HONGKONG BRANCH:
20, DES VŒUX ROAD CENTRAL.
CHARLES R. SCOTT,
Manager.

Hongkong, 26th July, 1904. [19]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 14th NOVEMBER, 1896.

Shanghai Tael.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000
Head Office—SHANGHAI.

Branches and Agencies:
CANTON. PENANG.
CHEFOU. SINGAPORE.
HANKOW. TIENSIN.
PEKING.

THE Bank purchases and receives for collec-
tion Bills of Exchange drawn on the above
places, and Sells Drafts and Telegraphic Trans-
fers Payable at its Branches and Agencies.

HONGKONG BRANCH:
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
per Annum Fixed Deposits for 3 months.
4 1/2 %
" " " 6 months. 5 %
" " " 12 months. 5 1/2 %
H. C. MARSHALL,
Acting Manager.

Hongkong, 17th May, 1903. [18]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHARE-
HOLDERS £800,000
RESERVE FUND £800,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the rate of 2 per cent. per
annum on the Daily Balances.
On Fixed Deposits for 12 months 4 1/2 per cent.
" " " 6 months. 3 1/2 %
" " " 3 months. 3 %
T. P. COCHRANE,
Manager.

Hongkong, 19th May, 1904. [24]

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are
prepared, during suspension of their
Trans-Pacific Service and until further notice,
to BOOK CARGO and ISSUE Bills of LADING
to SEATTLE, WASH., VICTORIA, B.C., and
PACIFIC COAST PORTS, also to OVER-
LAND POINTS in the UNITED STATES
and CANADA in connection with the GREAT
NORTHERN RAILWAY FROM SEAT-
TLE, as hitherto, by the Steamers of the
NORTHERN PACIFIC S. S. Co., BOSTON
STEAMSHIP and TOWBOAT CO., OCEAN
S. S. Co. and CHINA MUTUAL S. N. Co.

For further Particulars, apply at the Com-
pany's Local Branch Office in PRINCE'S
BUILDINGS, First Floor, Chater Road.
A. S. MIHARA,
Manager.

Hongkong, 20th May, 1904. [643]

Ships.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.
LONDON and ANTWERP via
SINGAPORE, PENANG, SOUTHERN
COLUMBO, PORT SAID and
MARSEILLES August 5th. } Freight only.
C. J. Benton, R.N.R. } 11 A.M.

SHANGHAI About 11th } Freight and
G. M. Montford, R.N.R. } August } Passage.

LONDON, &c. August 13th. } See Special
F. K. Summers. } Noon } Advertisement.

SHANGHAI and KOBE About 23rd } Freight and
(Passing through the Inland Sea). } B. H. W. Snow. } August } Passage.

For Further Particulars, apply to
E. A. HEWETT, Superintendent.
Hongkong, 4th August, 1904. [4]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.
STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON
AND SOUTH AMERICAN PORTS;
Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers
and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES
PREUSSEN WEDNESDAY, 17th August.
GNEISENAU WEDNESDAY, 14th September.
PRINZ HEINRICH WEDNESDAY, 28th September.
BAYERN WEDNESDAY, 12th October.
SACHSEN WEDNESDAY, 26th October.
ZIELEN WEDNESDAY, 9th November.
PRINZESS ALICE WEDNESDAY, 23rd November.
PRINZ REGENT LUITPOLD WEDNESDAY, 7th December.
PREUSSEN WEDNESDAY, 21st December.
PRINZ ECTEL FRIEDRICH WEDNESDAY, 4th January, 1905.

ON WEDNESDAY, the 17th day of August, 1904, at Noon, the Steamship "PREUSSEN,"
of the NORDDEUTSCHER LLOYD, Captain E. Prehn, with MAILS, PASSENGERS,
SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.
Shipping Orders will be granted till NOON, on MONDAY, the 15th instant, Cargo and Specie
will be received on Board until 5 P.M., on TUESDAY, the 16th instant, and Parcels will be
received at the Agency's Office until NOON, on TUESDAY, the 16th instant.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50
and Parcels should not exceed Two Cubic Feet in Measurement.
The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.
Linen can be washed on board.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO.,
AGENTS.
Hongkong, 4th August, 1904. [3]

Intimations.

LANE, CRAWFORD & CO., MUSICAL DEPARTMENT.

NEW MODELS OF PIANOS JUST RECEIVED FROM—
BRINSMEAD, BROADWOOD,
COLLARD and COLLARD,
CHALLEN and SON,
and DORNER.

N.B.—NEW GENUINE Instruments from the above Makers are
to be had in Hongkong from LANE, CRAWFORD & CO.
ONLY.

MUSICAL INSTRUMENTS OF EVERY DESCRIPTION.
EDISON'S PHONOGRAPHS.
REPAIRS.
Special attention given to all kinds of repairs by thoroughly experienced
workmen under
SPECIAL EUROPEAN SUPERVISION.
Hongkong, 11th July, 1904. [38]

ROS BACH, A NATURAL MINERAL WATER.

BOTTLED AT THE SPRING,
NEAR HAMBURG.

EMPRESS OF TABLE WATERS.
CALDBECK, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS.
15, QUEEN'S ROAD,
Hongkong, 14th July, 1904. [43]

Intimations.



The Bovril Bottle

is familiar in the homes of
Britishers the world over—in
Great Britain itself Bovril is looked upon as the
great national "stand-by" in case of failing
strength. Bovril is the very embodiment of
nourishment. It imparts strength in a most
effective manner, and is, at the same time,
extremely palatable.



TRADE



MARK.

TELEPHONE No. 135.

ASK FOR

CLUB WHISKY

AND SEE YOU GET IT.

ITS PURITY IS GUARANTEED BY THE DISTILLERS' CO., LIMITED,
EDINBURGH.

THE LARGEST DISTILLERS IN THE WORLD.

Sole Agents,

H. PRICE & CO.,

12, QUEEN'S ROAD CENTRAL. [41]

JOHN DEWAR SONS & Co., PERTH

WHISKY,

Extra Special \$16.00 per case 12/1

White Label \$24.00 " " 12/1

KRUSE & Co.

SOLE AGENTS.

CONNAUGHT HOUSE,

Hongkong, 1st July, 1904. [778]

PO CHEUNG & Co.,

昌 寶

14, QUEEN'S ROAD CENTRAL.

FURNISHERS AND UPHOLSTERERS,

GENERAL DOMESTIC GOODS, &c., &c.

TELEPHONE 460.

Hongkong, 13th July, 1904. [833]

Hotels.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 4th December, 1903. [26]

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900. [34]

MACAO AND CANTON HOTELS.

A LITTLE CHANGE.

The round trip from HONGKONG to MACAO, thence
to CANTON and back to HONGKONG, will be
found interesting and enjoyable.

WM. FARMER, Proprietor.

JAPAN



COALS.

THE MITSUI BUSSAN KAISHA

(MITSUI & Co.)

HEAD OFFICE—1, SURUGA-CHO, TOKYO.
LONDON BRANCH—34, LIME STREET, E.C.
HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,
Shanghai, Chiofo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,
Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimomaki, Moji, Wakamatsu,
Karatru, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipei, &c.

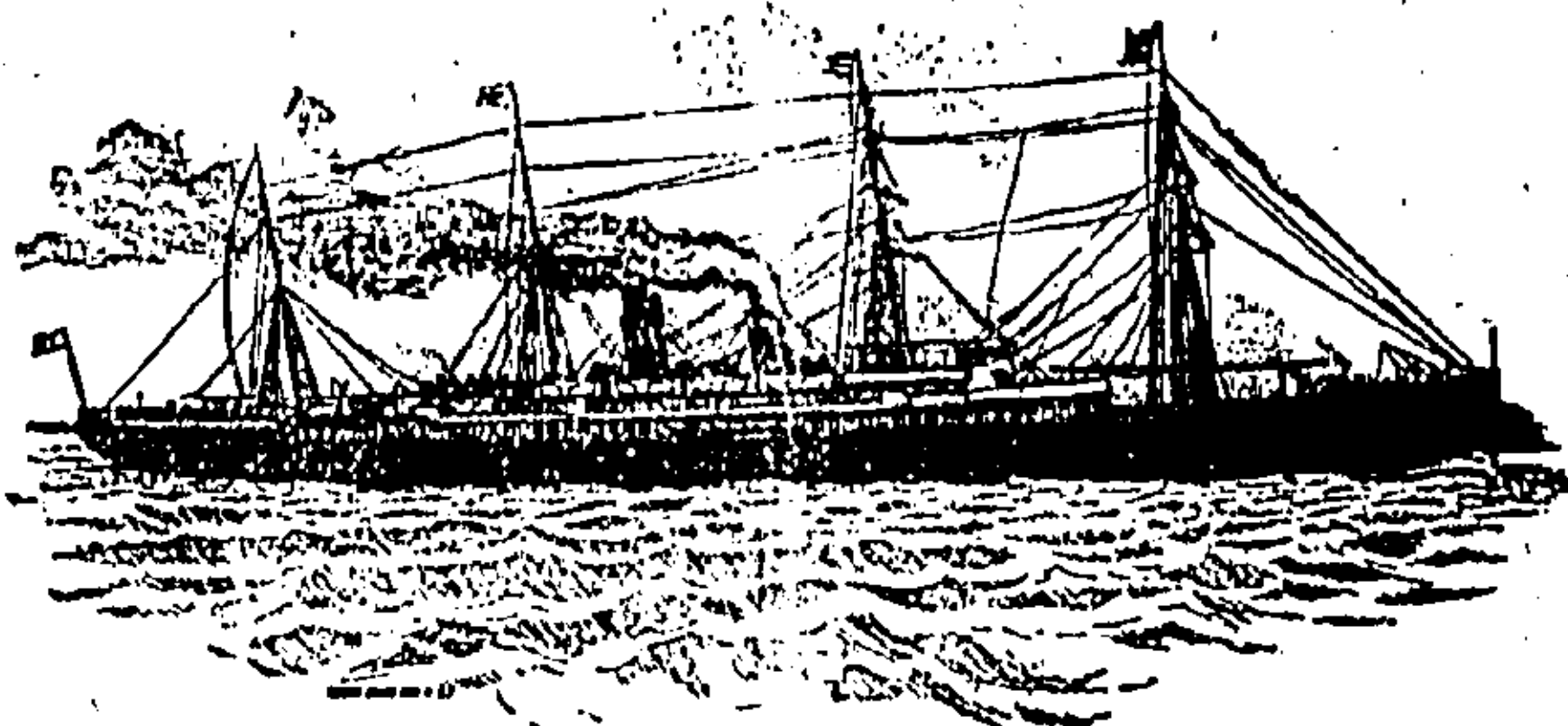
Telegraphic Address: "MITSUI" (A.B.O. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and
Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Fujinotani, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura,
Onoura, Otsuji, Saeghara, Tsubakuro, Yoshinotani, Yoshio, Yonokihara and other Coals.
S. MINAMI, Manager, Hongkong.

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE:

PROPOSED SAILINGS FROM HONGKONG.

"KOREA"	11,276 Gross Tons.	SATURDAY, 13th August, at Noon.
"GAELIC"	4,305 "	TUESDAY, 23rd August, at Noon.
"MONGOLIA"	13,639 "	SATURDAY, 3rd September, at Noon.
"CHINA"	5,000 "	THURSDAY, 15th September, at Noon.
"DORIC"	4,784 "	TUESDAY, 27th September, at Noon.
"SIBERIA"	11,284 "	SATURDAY, 8th October, at Noon.
"COPTIC"	4,352 "	
"AMERICA MARU"	6,300 "	

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE P. M. Steamship "KOREA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 13th August, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

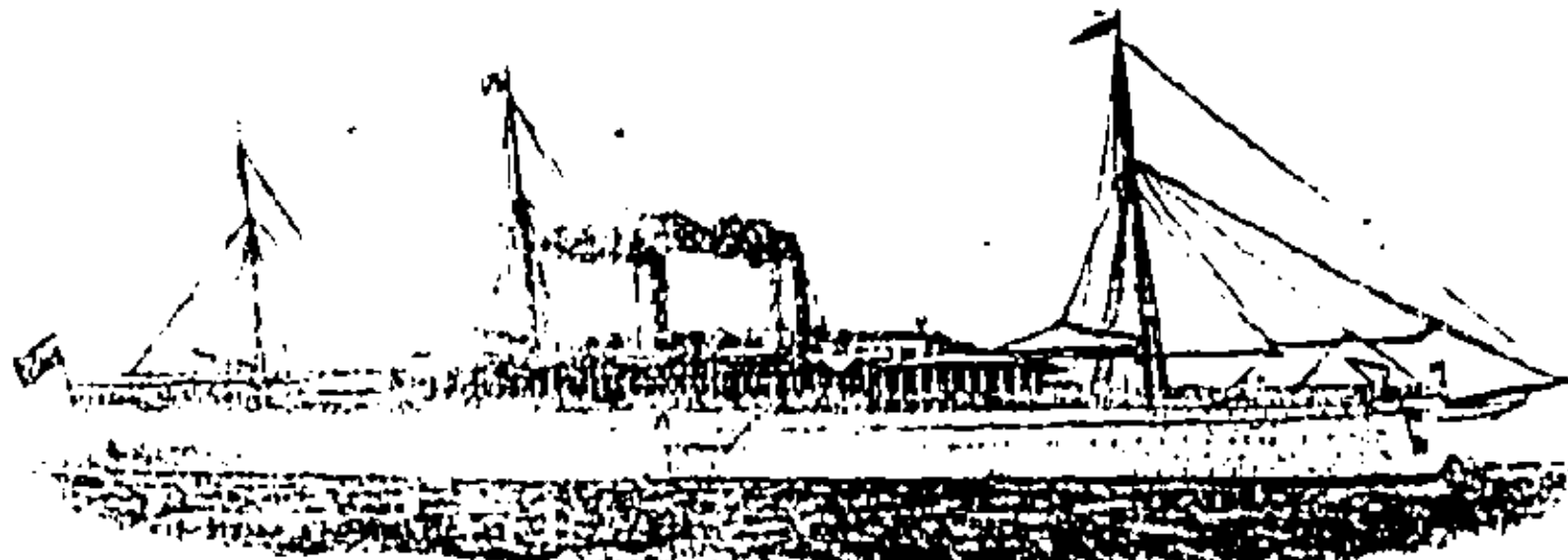
The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 3rd August, 1904.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAFETY. SPEED. QUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "TARTAR"	4,425 Tons.	WEDNESDAY, 10th August.
"EMPRESS OF INDIA"	6,000 "	WEDNESDAY, 24th August.
"EMPRESS OF JAPAN"	6,000 "	WEDNESDAY, 21st September.
"ATHENIAN"	2,440 "	WEDNESDAY, 5th October.
"EMPRESS OF CHINA"	6,000 "	WEDNESDAY, 19th October.
"TARTAR"	4,425 "	WEDNESDAY, 2nd November.

Hongkong to London, 1st Class £40. 1st St. Lawrence £60. Via New York £52.

Hongkong to London, Intermediate on Steamers, and 1st Class Rail £40.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

Hongkong, 3rd August, 1904.

D. W. CRADDOCK, Acting General Agent,
9, Pedder's Street.

HAMBURG-AMERIKA LINIE.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
NUBIA	HAVRE and HAMBURG.	13th August.
Habel	(Calling at S'PORE, PENANG & COLOMBO).	Freight.
BADENIA	HAVRE, BREMEN and HAMBURG.	18th August.
Roerden	(Calling at S'PORE, PENANG & COLOMBO).	Freight.
SPEZIA	HAVRE and HAMBURG.	27th August.
(ex BAMBERG)	(Calling at S'PORE, PENANG & COLOMBO).	Freight.
ANDALUSIA	HAVRE and HAMBURG.	10th Sept.
Filler	(Calling at S'PORE, PENANG & COLOMBO).	Freight.
SAMBIA	HAVRE and HAMBURG.	20th Sept.
Luning	(Calling at S'PORE, PENANG & COLOMBO).	Freight.
SCANDIA	HAVRE and HAMBURG.	4th October.
(ex KONIGSBERG)	(Calling at S'PORE, PENANG & COLOMBO).	Freight and Passengers.
SUEVIA	HAVRE and HAMBURG.	18th October.
von Dohren	(Calling at S'PORE, PENANG & COLOMBO).	Freight.

Hongkong, 4th August, 1904.

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 30th July, 1904.

THE AMERICAN SYSTEM

DENTISTRY.

M. H. CHAUN, D. D. S.,

37, DES VUEUX ROAD CENTRAL, HONGKONG

From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,363 tons.	Captain R. D. Thomas.
"POWAN"	2,338 "	G. F. Morrison, R.N.R.
"FATSHAN"	2,260 "	W. A. Valentine.
"HANKOW"	3,073 "	B. Branch.
"KINSHAN"	2,860 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 5:30 P.M. and 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 2:30 P.M. and 5:30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" 1,998 tons. Captain H. D. Jones.
Departures from Hongkong to Macao on week days at about 2 P.M.
During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.

Departures on Sundays at NOON.

Departures from Macao to Hongkong daily at 7:30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 219 tons. Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7:30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7:30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 tons. Captain J. Willox.
S.S. "NANNING" 569 tons. Captain C. Butchart.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at about 8 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

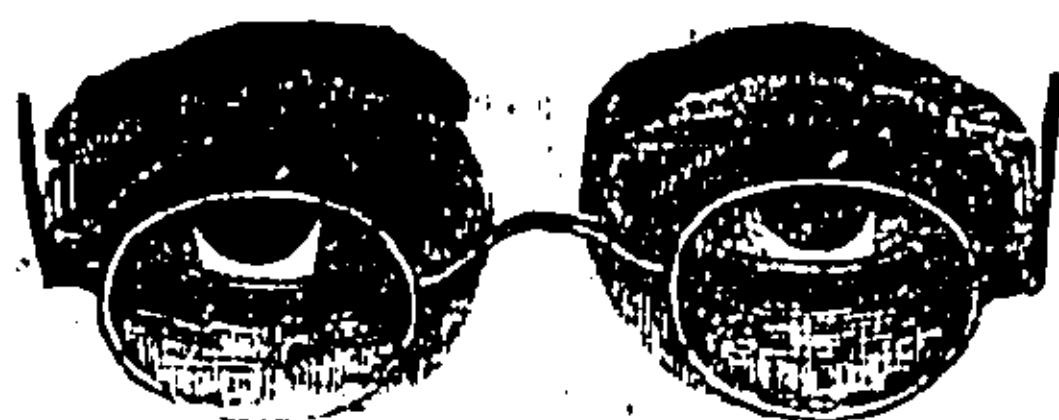
Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 13th June, 1904.

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Intimations.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES
TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,

16, QUEEN'S ROAD, CENTRAL.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper
Glasses to Correct and Cure.

Prescription lenses ground on the premises. All work guaranteed.

Sun Glasses are restful and give the effect of coolness

Prices from \$2.00.

Hongkong, 1st June, 1904.

A. S. TUXFORD, Manager.

1674

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)

or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1904.

1785

F. BLACKHEAD & CO.

SHIPCHANDLERS, SAILMAKERS,
COAL AND PROVISION MER-

CHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION

AGENTS,

16, DES VUEUX ROAD CENTRAL,
HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTIEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES,

&c. &c. &c.

Sole Agents for

FENGHON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES

Hongkong, 15th December, 1903.

1804

THE HONGKONG

STUDIO,

HIGHER CLASS PHOTOGRAPHER,

41 & 43, QUEEN'S ROAD CENTRAL,

TOP FLOOR.

PORTRAITS, GROUPS and ENLAR-

GING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS

ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903.

11

MEE CHEUNG,

PHOTOGRAPHER,

10, FLOOR OF ICE HOUSE, IN

Ice-House Road.

Is now in a position, in his New and Com-

modious Premises, to eclipse, as heretofore

ALL PHOTOGRAPHIC ART PRACTICED

on the Colony or in any part of the Far East.

GROUPS and VIEWS

a specialty.

Hongkong, 15th September, 1903.

1784

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 60.5 ft.; bottom 45.8
ft. Water on blocks, 26.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Dock-
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

595

CHAZALON & CO.,

WINE AND SPIRIT MERCHANTS,

AND

GENERAL STOREKEEPERS,

(SUCCESSORS TO G. GIRAULT)

6, QUEEN'S ROAD CENTRAL.

WE beg to inform the Hongkong public that we have just received by the
French Mail Steamer *Oceanien*

THE FOLLOWING GOODS:—

FLAT CHEESES (quality *Crème à la Crème*)\$0.80 per lb.

EYSEN CHEESE in Tins 0.75 the tin.

GOUDA CHEESE (Edam) 1.60 each.

We specially recommend these products to our clients as they are of the first quality.

We have also received PRESERVED FRUITS of the finest brands.

STRAWBERRIES IN JUICE.....Per Bottle \$1.50

CHERRIES " " " " " 1.50

ASSORTED FRUIT " " " " " 1.50

CHERRIES IN BRANDY..... " " " " " 1.75

APRICOTS " " " " " 1.75

PLUMS " " " " " 1.75

CRYSTALLIZED FRUIT of the First Quality at \$1.50 the Box of 1 lb.

We specially recommend the above to amateurs and connoisseurs.

Messrs. CHAZALON & Co. are renowned for the excellence of the Goods they offer
to the public and the firm defies competition either in quality or price.

We also desire to inform the public that we have just received a consignment of
WINE in Barrels which we are able to offer at the exceedingly low price of \$45 per Cask
of 210 litres.

In a few days we shall have on sale a special preparation for mixing with a Wine that
is clouded in the cask so that it becomes perfectly clear when bottled.

Hongkong, 16th July, 1904.

1707

Hotels.

THE RAMSGATE OF HONGKONG.

METROPOLE HOTEL.

THREE miles out on the Shau-ki-wan Road—half-an-hour by ricksha.

The only House on the Road.

The popular resort of the Colony, occupying a charming seaside situation and command-
ing the most extensive view of the Harbour and Kowloon Peninsula.

Electric Tramways will soon run past the door.

There is also accommodation for a few Boarders.

Good Sea Bathing.

Refreshments served of the first quality only.

Private Tiffins and Dinners, prepared in first-class style on the shortest notice.

Dinner Parties and Picnics catered for.

JAS. CHRISTIE,

Proprietor and Manager.

1881

Hongkong, 28th July, 1904.

Intimations.

THE HONGKONG, CANTON AND
MACAO STEAMBOAT COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTY-SIXTH ORDINARY
HALF-YEARLY MEETING OF
SHAREHOLDERS of the Company will be
held at the Office of the Company, No. 18,
Bank Buildings, Queen's Road Central, on
TUESDAY, the 16th August, at 12 o'clock,
Noon, for the purpose of receiving a report of
the Directors, together with a Statement of
Accounts, declaring a Dividend and electing
Directors and Auditors.

The TRANSFER BOOKS of the Company
will be CLOSED from the 2nd to the 16th
August, inclusive.

By Order of the Board of Directors,
T. ARNOLD,
Secretary.

Hongkong, 26th July, 1904. [873]

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.

NOTICE is hereby given that the ORDINARY
HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation
will be held at the CITY HALL, Hongkong,
on SATURDAY, the 20th day of August next,
at 10 o'clock, for the purpose of receiving the
Report of the Court of Directors together with a
Statement of Accounts to 31st June, 1904.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 30th July, 1904. [889]

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.

NOTICE is hereby given that the RE-
GISTERS of SHARES of the Corporation
will be CLOSED from SATURDAY, the
6th, to the 30th day of August next (both days
inclusive), during which period no Transfer of
Shares can be Registered.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 30th July, 1904. [890]

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY
MEETING OF SHAREHOLDERS will be
held in the Office of the Company, Queen's
Buildings, Connaught Road, on MONDAY,
the 22nd August, at 12 o'clock, Noon, for the
purpose of receiving the report of the Directors
and the Statement of Accounts to the 30th
June, 1904.

The TRANSFER BOOKS of the Company
will be CLOSED from the 8th to the 22nd
August, both days inclusive.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.

Hongkong, 29th July, 1904. [885]

A. S. WATSON & CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

PURSUANT to Resolution of the General
Managers of A. S. WATSON & Company,
Limited, hereby invite applications from the
Shareholders of the Company for the issue of
30,000 new shares of \$10 each at a Premium of
10 per cent. or \$11 a share.

Each Registered Shareholder on the 28th day
of September, 1904, applying for the New Issue
will be entitled to one share for every two shares
registered in his name. Shares not applied for
by the 28th September will be dealt with by
the General Managers in accordance with
Article 40 of the Company's Articles of
Association.

Applications for Shares in the New Issue will
be received by the Hongkong and Shanghai
Banking Corporation in Hongkong from the
28th September, 1904, to the 30th September,
1904, both days inclusive, and the whole amount
of \$11 per share will be payable on application.

The TRANSFER BOOKS of the Company will be
CLOSED from the 28th September, 1904, to the
8th October, 1904, both days inclusive.

The present paid-up Capital of the Company
is \$600,000, divided into 60,000 shares of \$10
each, and the New Issue is required to increase
the Capital of the Company to \$900,000 divided
into 90,000 shares of \$10 each.

The whole of the premium received from the
New Issue will be placed to the Credit of the
Permanent Reserve Fund.

The New Issue will rank for Dividend for the
three months ending 31st December, 1904, pay-
able in May, 1905.

Forms of application for the New Issue can
be obtained at the Company's Offices in Alex-
andra Buildings or at the Hongkong and
Shanghai Banking Corporation in Hongkong,
Shanghai, and London.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 22nd June, 1904. [774]

ROYAL AERATED WATERS
MANUFACTORY.

PRODUCE the highest CLASS AERATED
WATERS in the Far East on account of
their High Class Machinery and also of the
superior ingredients they use in the manufacture
of their goods, and the cleanliness, &c., are all
under strict supervision of Europeans only.

REPORT OF AN EXPERT.

The representative of Messrs. BRATBY and
HINCHLIFF, LIMITED, Aerated Water
Engineers and Chemists, Manchester, visited
our factory recently in the course of a tour
amongst Eastern Aerated Water Makers, and
was greatly surprised at the compactness of our
factory and also the methodical way in which
everything pertaining to the making of Aerated
Waters was carried out. He also expressed him-
self strongly on the absolute cleanliness of our
whole establishment, which he assured us was
equal to any he had yet visited and superior
to a great many. He also reported that the
quality of our goods was of a first class nature,
and they showed that scrupulous care was
exercised in the course of their manufacture.

Order Books and Price List. Please apply to
FACTORY and OFFICE, West Point, Tel. 367.
Depot, Ice House Street, Tel. 374.
Dr. V. DANENBERG & F. P. DANENBERG,
General Managers.

Hongkong, 20th May, 1904. [677]

Intimations.

THE HONGKONG GYMKHANA CLUB.

THE THIRD MEETING of the above
Club will be held at the Happy Valley
on SATURDAY, the 27th instant, weather
permitting.

GEORGE K. HALL BRUTTON,
Hon. Secretary.

Hongkong, 2nd August, 1904. [901]

LADY (Married), requires position as
HOUSE-KEEPER, or ASSISTANT
HOUSE-KEEPER in Good Hotel in Hong-
kong, or Manila, or would not object to serve
in Bar.

Apply—
"BOX,"
C/o This Paper.

Hongkong, 15th July, 1904. [840]

IMPORTANT NOTICE.

FRESH ARRIVALS.

BY GIVING A VERY LARGE ORDER.

WE HAVE SECURED THE

CO-OPERATION

OF THE MAKERS OF THE

"APOLLO
MASTER
PLAYERS"

IN LOWERING THEIR PRICES, AND

WE NOW OFFER THEM FROM

\$365 TO \$850.

NEW
CONSIGNMENT

JUST ARRIVED

PER S.S. "EMPRESS OF CHINA."

WE WILL SUPPLY AN UPRIGHT

IRON GRAND AND A PIANO

PLAYER FOR \$825. CASH OR

CREDIT TERMS.

These Players have been tested in Hongkong
for 5 years (at Peak included) without a
Single Failure, which can be said of no other
Player.

THE
ROBINSON PIANO
Co., Ltd.

Hongkong, 3rd August, 1904. [39]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT

In Casks of 37½ lbs. net \$5 per Cask ex Factory.

In Bags of 25 lbs. net \$8 per Bag ex Factory.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 1st August, 1904. [783]

Auction.

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of
the letting by Public Auction Sale, to be
held on MONDAY, the 8th day of August,
1904, at 3 P.M., at the Office of the Public
Works Department, by Order of His Excel-
lency the Officer Administering the Govern-
ment, of One Lot of CROWN LAND at
Ho Mun Tin, in the Colony of HONGKONG,
for a term of 75 years, with the option of
renewal at a CROWN RENT to be fixed by
the Surveyor of His Majesty the KING, for
one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot	Locality	Boundary Measurements	Contents in Square Feet	Annual Rent	Upset Price
1	At Ho Mun Tin, near the boundary of the New Kowloon Farm	140' 0" x 140' 0" x 140' 0" x 140' 0"	78,400	672	\$1,024

Hongkong, 30th July, 1904. [891]

JAPANESE IN KOREA.

KOREAN OPPOSITION TO JAPANESE
AGRICULTURAL PROJECT.

According to a Seoul dispatch to the *Asahi*,
the members of an association called the Hwa-
kai, or Peace Preservation Society, recently
formed by Koreans antagonistic to Japanese,
have assembled for purposes of discussion in a
school at Seoul, their gatherings on the streets
having been dispersed by the police. On the
18th ult. the agitators sent a deputation to the
Cabinet and the Foreign Office and inquired
whether the official communication of the Japa-
nese Minister to the Korean Government in
regard to the cultivation of waste land in the
interior had been returned to the Minister.
The deputation was informed that it had not
yet been returned. This has made the agita-
tors very indignant. Their leader, Gen Sei-
sei, has declared that they will defend the terri-
tory of Korea against the encroachments of
the Japanese, and the Society has addressed
a representation to the Emperor of Korea
declaring that agitation will be continued until
their object has been attained even if they
have to die for the cause. They will be unable
to regard even an Imperial command to dis-
perse. They also informed the Cabinet and
Foreign Office that the association would not
dissolve before the Japanese communication
demanding the lease of waste land had been
returned to the Japanese Minister, and the
former leader of the association, who is now
detained by the Japanese police authorities,
had been released.

It appears that Mr. Vagamori, formerly the
head of the Ministers' Chamber of the Japanese
Finance Department, recently framed a scheme
to obtain a lease of waste land in Korea to be
cultivated by a syndicate under certain con-
ditions. In pursuance of this scheme the
Japanese demanded a charter from the Korean
Government, and this has aroused much re-
sentment among the Koreans.

The *Asahi* publishes a Seoul telegram, stat-
ing that on the 20th instant the Korean Foreign
Office made a reply to the Japanese demands
for a charter to cultivate waste land in Korea.
Government refused to comply with the de-
mands of the Japanese, and the Minister for
Foreign Affairs, Yi Hui-Yung, immediately
resigned office.

The reply of the Korean Government is to
the effect that whereas the Korean Minister
for Foreign Affairs repeatedly replied that a
charter to cultivate forest land, the wild fields
and waste land could not be granted to fore-
igners, as the Korean Government itself in-
tended to undertake such work, the Japanese
Minister still continued to press his demand.
The relations between Japan and Korea are
such that they should assist each other in all
matters, and the Governments of the two coun-
tries, therefore, were bound to assist each
other in any profitable work and promote
mutual friendly relations and prevent suspi-
cions arising in other countries. This was the
principle to be followed by both countries, and
it was showing a disregard of Japan's philo-
sophy of friendship for the Japanese Minister
to press his demands for charter for the work,
which the Korean Government intended to
undertake. It was impossible, the reply con-
cluded, for the Korean Government to grant
such a charter to foreigners, however strong
the demands may be.

TUBERCULOSIS.

When Dr. Koch, the discoverer of the
tubercle bacillus, propounded the theory that
bovine tuberculosis was not communicable to
human beings, the doctors were amazed and
farmers gave a great sigh of relief. The dis-
covery of the bacillus had set the pathologists
upon a course of advocacy under which beef
milk, butter and cheese were condemned as
agents for the spread of tuberculosis in all its
forms. Milk especially came to be regarded
as a highly dangerous article of food and mea-
sures for the prevention of the disease were
framed in accordance with the generally ac-
cepted idea. Then came Dr. Koch's startling
announcement that all these measures of sani-
tation in the cowshed and the dairy and the
boiling of milk were so much unnecessary
labour, because human tuberculosis was dis-
tinct from bovine. Agriculturists, whose stock
had been sacrificed to the previous theory and
who had begun to consider their rights to
compensations from the State, naturally wel-
comed such a declaration by a man whose
previous achievements entitled his statements
to the greatest consideration. His position
seemed to have been strengthened by the
failure of a French doctor to inoculate himself
with bovine tuberculosis, though in reality
a single experiment of that nature could only
prove that the individual was not susceptible to
the disease. Now we have a British Royal Com-
mission established by the most eminent British patho-
logists and acted upon in the measures so far
taken in relation to a scourge more destructive
than the plague. The Royal Commission was
expressly appointed to inquire and report
whether the disease in animals or man is one
and the same, whether animals and man can
be reciprocally infected with it, under what
conditions, if at all, the transmission of the
disease from animals to man takes place, and
what are the circumstances favourable or
unfavourable to such transmission. The im-
portance of the question raised by Dr. Koch's
declaration that bovine and human tubercu-
losis were not the same was so keenly re-
cognised that the Commission instead of
taking evidence of the usual nature decided to
investigate the matter by actual experiment.
The results of the investigation seem to them
so conclusive that they have issued an ad-
interim report which establishes that the Ger-
man scientist must have committed an error.
It is obvious that for the purposes of experi-
ment the Commissioners could not proceed to
inoculate human beings with the bacillus
from diseased animals, but they introduced
tuberculous material of human origin into
the bodies of animals and compared its effects
with those produced in the animal by material

of bovine origin. The disease in each case
has been identical with the other. Twenty
different "strains" of tuberculous material from
human beings were used. Seven of the "strains"
produced acute tuberculosis in the animals
with widespread disease in various organs.
In the case of the other "strains" the bovine
animal was affected to a less extent. Yet when
tuberculous material was taken from the animal
thus affected and introduced successively into
other bovine animals or into guinea pigs from
which bovine animals were subsequently inno-
culated, it produced in the case of five "strains"
general tuberculosis of an intense character.
Further observations in this direction are being
made, but the results so far attained are so
striking that the Commissioners rightly felt it
their duty to make them known without fur-
ther delay. What those results imply is that
the precautions which have been urged upon
agriculturists and the public generally in re-
gard to the care of cattle and the use more
especially of milk should continue to be ob-
served, along with measures directed to check
the spread of tuberculous disease by infection
from individual to individual.

ORIGIN OF THE WORD
MOSQUITO.

A Home exchange gives the following ver-
sion of the origin of the word "Mosquito," and
though it may be a plausible one, we are afraid
that it will not quite fit in with the knowledge
gained of late years by the medicals who have
been making this "amoosin" little cuss their
special study. There is a legend in the Southern
States—where "skeeters" are especially veno-
mous—that the mosquito got his name from
the cries of anguish which these insects pro-
duced from their victims. The nigger version
is as follows:—"De white man he come, he
settle down to grow de corn and cotton; den
come de leetle fly—cry golly I how he bite
Whoop! Whoop! White man slap him face
and stamp like mad. He say, 'We must quit
—oh!' He shout louder den ebber, and smack
de oder side, den behind, den before, dis side,
dat side, all de time, and him shout louder den
ebber, 'We must quit—oh!' If history can
be relied upon, "skeeters" attacked and drove
back the army of Julian the Apostate, and they
also compelled Sapor, the King of Persia, to
raise the siege of Nicibia.

THE MIDDLE CLASSES.

A PUZZLE OF CASTE.

Mr. G. S. Street writes, in *The Academy*, of
the extraordinary complexity of the caste
system in Great Britain. He wishes that some
philosopher with a strictly scientific habit of
mind would set himself to a thorough classifica-
tion, with tables and diagrams, of our classes.
Such a work, when completed, would be of
immense value to the foreigner, to whom the
present confusion must be bewildering. And
incidentally it would enable me when my
friend Jones an "ordinary barrister, speaks
contemptuously of "the middle classes," to
know (a) what he means by the middle classes,
(b) if he thinks he belongs to them, and (c) if
he thinks I belong to them.

Thackeray did a great deal to inform his
generation on the subject, but it has become
far more involved and subtle since his day.
Mr. Street takes, for instance, the question of
trade:—

The idea that its pursuit is incompatible
with the status of a gentleman is quite a
modern invention. To apprentice his younger
son to a tradesman in the neighbouring town,
was a natural proceeding to the country
gentleman of old.

Also, while this particular form of snobbery
has grown up in the last two hundred years or
so, we now have members of recognised "great
families with fat titles going into trade. What
is the snob to say? Can he object to Bob
Smith without objecting to Lord Robert Bobs?

Yet the distinction between trade and pro-
fessions is still pushed to an incredible puerile
minuteness. A and B are next-door shop-
keepers; A makes a paragon of his son, B takes
his into the business; A's grandson despises B's
grandson on the score of his inferior birth. And
that sort of imbecility, in varying degrees, runs
through English life and plays havoc (among
fools, of course) with freedom and courtesy.

Mr. Street says that the intelligent Engli-
shman takes little account indeed of all the
minor distinctions which have about them, "for
it is a curious fact, which they who talk of
classes and masses quite forget, that the lower
you go in the social scale the keener are the
differences."

COMMERCIAL

TO-DAY'S EXCHANGE.

Selling.	Buying.
London—Bank T.T. 1/10 3/16	6 months' sight L/C. 1/10 9/16
Do. demand 1/10 1/2	30 days' sight San Francisco & New York 4 1/2
Do. 4 months' sight 1/10 7/16	4 months' sight do. 4 1/2
France—Bank T.T. 2/33	30 days' sight Sydney and Melbourne 1/10 13/16
Germany—Bank T.T. 1/80	4 months' sight France 2/37
America—Bank T.T. 45	6 months' sight do. 2/38
India T.T. 1/80	4 months' sight Germany 1/53
Do. demand 1/80	Bar Silver 37
Shanghai—Bank T.T. 7 1/2	Bank of England rate 3 1/2
Japan—Bank T.T. 90	
Singapore—Bank T.T. Nominal	
Java—Bank T.T. 11 1/2	

OPIUM QUOTATIONS.

Today's quotations are as follows:—	
	Per chest
Malwa New	980/1,040
" Old	1,060/1,120
" Older	1,150/1,200
" Oldest	1,200/1,280
Patna New	1,190
Benares New	1,170
Persian (Paper)	840/860

Intimations.

CONFIDENCE

said Lord Chatham, "is a plant of slow
growth." People believe in things that they
see, and in a broad sense they are right.
What is sometimes called blind faith is not
faith at all. There must be reason and fact to
form a foundation for trust. In regard to a
medicine or remedy, for example, people ask,
"Has it cured others? Have cases like mine
been relieved by it? Is it in harmony with
the truths of modern science, and has it a
record above suspicion? If so, it is worthy of
confidence; and if I am ever attacked by any
of the maladies for which it is commended I
shall resort to it in full belief in its power to
help me." On these lines

WAMPOLE'S PREPARATION

has won its high reputation among medical
men, and the people of all civilized countries.
They trust it for the same reason that they
trust in the familiar laws of nature or in the
action of common things. This effective
remedy is palatable as honey and contains all
the nutritive and curative properties of Pure
Cod Liver Oil, extracted by us from fresh cod
livers, combined with the Compound Syrup of
Hypophosphites and the Extracts of Malt and
Wild Cherry. It quickly eradicates the
poisonous, disease-breeding acids and other
toxic matters from the system; regulates and
promotes the normal action of the organs,
gives vigorous appetite and digestion, and is
invaluable in Prostration—following Fevers,
Anemia, Scrofula, Influenza, Wasting Diseases,
Throat and Lung Troubles, etc. Dr. W. A.
Young, of Canada, says: "Your tasteless pre-
paration of cod liver oil has given me
uniformly satisfactory results, my patients
having been of all ages." It is a product of
the skill and science of to-day and is successful
after the old style modes of treatment have
been appealed to in vain. To try it is to trust
to it forever after. It cannot disappoint
you and is effective from the first dose. Sold
by chemists everywhere.

6

THE CHINA AND JAPAN TELEPHONE
AND ELECTRIC COMPANY,
LIMITED.

HONGKONG EXCHANGE.

SUBSCRIPTIONS.

PAYABLE QUARTERLY IN ADVANCE.

EXCHANGE LINES: \$25 Per Quarter.

NO CHARGE FOR INITIAL

INSTALLATION.

N.B.—A Special Charge is made for Lines

of more than average length.

DESK TELEPHONES

For a small additional annual charge Desk

Sets can be supplied.

ELECTRIC SUPPLIES.

BATTERIES.

CHEMICALS.

ELECTRIC BELLS.

INSULATORS.

SWITCHES.

TELEPHONES.

WIRE.

&c., &c., &c.

SEND FOR PRICE LISTS.

ELECTRIC BELL INSTALLATIONS.

Estimates given for all kinds of Electrical

Work.

ADDRESS—2, ICE HOUSE ROAD.

W. STUART HARRISON,

Manager.

Hongkong, 12th April, 1904. [61]

To Let.

TO LET.

GODOWN No. 6, NEW PRAVA, KENNEDY
TOWN.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 28th July, 1904. [883]

TO LET.

NO. 1, RIFON TERRACE in FLATS.
No. 4, RIFON TERRACE.
No. 10, WONG NEI CHONG ROAD, facing
Race Course.
FLATS in MORETON TERRACE, facing
Polo Ground.
OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIKE).
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Hongkong, 27th July, 1904. [879]

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Hongkong, 26th March, 1904. [436]

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"LEIGHTON," THE PEAK.
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Hongkong, 3rd May, 1904.

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DEATH.

On the 19th July, at Tai Chow, of cholera,
ALFRED STANLEY, the beloved and only son
of Stanley and Sarsse Babington of the C.M.S.,
aged four months.

The Hongkong Telegraph

HONGKONG, THURSDAY, AUGUST 4, 1904.

THE "OCEAN" INCIDENT.

The misinterpretation of incidents comparatively trivial has often produced results far reaching in effect, and lasting in consequences. Hence it behooves the representatives of the nations interested in the present conflict in the north to exercise the utmost care, and the strict etiquette of neutrality must be observed if peace be the objective of the lookers-on. The existing conditions naturally conduce to special vigilance, and it is reasonable to suppose that the Commander of H.M.S. *Ocean* is not lacking in this respect. The appearance therefore of a cruiser following in his wake would naturally cause him to take special precautions, and in this spirit the *Ocean* was probably cleared for action. The idea that the pursuing cruiser was other than German, can be dispelled at once. Captain T. G. Greet with his magnificent fighting resources, is not likely to rest content with the hoisting of any particular flag after clearing for action, and it may be safely predicted that the identity of the foreigner was thoroughly established before H.M.S. *Ocean* resumed her journey to Weihaiwei. The incident is unfortunate, but further information will doubtless disclose details of a nature satisfying for the most exacting.

THE CURZON-PHOBIA.

The probability of Lord Curzon returning to India and holding office for another term of years, has set the Congress-wallahs in India all agog and driven most of their radical organs into hysterics. Here is the latest specimen from one of the Bengali Anglo-vernacular papers. The extract needs no comment and is on a par with most of the blatant ebullitions of noisy demagogues, and savours, as a Parsi contemporary rightly observes, "of nothing less than the production of a diseased imagination." "The people of India," it says, "do not want him back as their Viceroy; they have told to the British public in distinct terms. If after this Lord Curzon continues to receive the homage of the British public let all organs of Indian public opinion be abolished—let us do away with all our Political Associations, our Congress and Conferences—let us dissolve the British Congress Committees in England—and let us, having done all this, mourn in sackcloth and ashes. Of what use are they, if they are not given the slightest attention by our rulers either here or in England. The approval of Lord Curzon's administration by the British public is a satire upon Indian public opinion. After this it is impossible to expect any public functionary in this country to attach the slightest weight to Indian public opinion. Lord Curzon has never shown much regard for public opinion Indian or Anglo-Indian. To his mind, political agitation in this country is an artificial affair, and the only living man who can think and act aright in the whole Empire is himself. The effect of a policy, directed by such a sentiment towards the people, can never be wholesome. However, in a few days more further honours will be showered upon him. His installation as Lord Warden of the Cinque Ports—an appointment hitherto reserved for the most brilliant and successful British statesmen—and his reception at the Mansion House on the occasion of the presentation of the Freedom of the City of London, are expected to be as full of pomp and pageantry as the Indian Delhi Durbar. Then if Lord Curzon returns to India, we dread to think what may be in store for us. We may go on holding our Congress and Conferences—but *cui bono*?" The writer assumes the role of the representative of the 300 millions of India as of a homogeneous and compact people like the Chinese and Japanese having a common object and aim and aspirations and talks glibly of public opinion. The truth is there is nothing like the words public opinion in India as they are generally understood. India is a land of a medley of such diverse

nations, with a memory of past traditions and past wrongs as if they were of yesterday and ready to fly at each other's throat at every conceivable opportunity. Add to this a dissolution into castes and creeds of men of the same ancestors, and of the same blood, and a common religion split into the most absurd divisions over the most ludicrous considerations, and we have a land of miracles with as many sects as there are sands in the seas. To expect these men to act in unity, much less to form what is called a public opinion, and use that broad-minded sagacity and that liberality of sentiment which drowns sectarian interests for the weal of the common whole is to use the strong expression of a competent and impartial critic, an "absurdity too absurd for words." The idea exists only in the imagination of a few well-meaning but misguided enthusiasts. It is the watchword of the Congress platform orators and patriots.

LOCAL AND GENERAL.

Mr. Gompertz, having recovered from his indisposition, took his seat as usual on the Bench at the Police Court to-day.

THERE seems very little doubt that a wireless telegraph staff is being erected five miles from Chefoo for the Russian Consul there.

It is stated in Peking that France has offered to Russia to mobilise her troops in Indo-China, in case China becomes hostile in the north.

THE steamer *Asot* is now being fumigated prior to her departure for the north to engage in the transportation of coolies to South Africa.

THE disputed fort at Shanhaikuan which was occupied by the Russians although Count Waldersee had assigned it to the British, is being pulled down.

FOR dropping rotten eggs upon the hat of a lady missionary who was passing No. 174 Wellington street on Tuesday afternoon, a Chinese boy was fined \$1 by Mr. Kemp.

A NEW weekly paper *The Bund*, edited by Mr. Herbert Melton Ayres and largely devoted to the sports and amusements of the Settlements, was to have been started in Shanghai on Sunday last.

A Peking dispatch, dated the 18th ult., states that his Majesty has recovered from his indisposition and in acknowledgment of the work of the Imperial physicians has rewarded some of them.

THE dispute on the railroad at Canton has been settled. The two wounded men and the friends of the man killed have received compensation and we are not likely to hear any more of the trouble.

THE American residents of Chefoo have sent a petition to Consul-General Fowler asking him to assist in securing some form of international government or control for the foreign section of the port.

A LONDON telegram, of the 20th ult., to the Osaka *Mainichi* states that the Russian Government have purchased two cruisers from the Argentine Republic. The cruisers are sister ships to the *Nisshin* and *Kusuga*.

THE Rt. Rev. Bishop, L. M. Piazzoli was a passenger on the German mail s.s. *Prinz-Regent Luitpold* which left for Europe this afternoon. He is proceeding to Italy for a change rendered necessary on account of ill-health.

THE R. M. S. *Athenian* took to Japan on her last trip one of the most deservedly popular naval officers on this station, Captain I. C. A. Wilkinson of H.M.S. *Thetis*. He is happily convalescent and goes to Japan to get thoroughly restored. Sir John Lister Kaye was booked to London by the same steamer.

REMAINED from last Friday the case of the fourteenth member of the Triads was called on to-day before Mr. Gompertz, when the defendant, through his solicitor, Mr. O. D. Thomson, endeavoured to set up an *alibi*, in which he utterly failed. He was sent to six months hard labour, and six hours in the stocks.

A NANKING dispatch states that Viceroy Wei Kuang-tao has sent nearly 5,000 men to reinforce the Two Kwang troops in suppressing the rebellion there. The majority of these Liangkang reinforcements have hitherto been stationed in the cities along the Grand Canal, and are said to be among the best to be had in the Liangkang provinces.

By kind permission of the Commander of Police, the Macao String Band will play the following programme of music at the Macao Hotel from 7.30 p.m. to 9.30 p.m. on Saturday next, the 6th inst.

March....."Postman".....Sutton.
Overture....."The Concert".....C. Muller.
Waltzes....."Schreier's Ode".....J. Ross.
Selection....."Pirates of Penance".....H. Sullivan.
Waltzes....."Lovely Maiden".....W. E. Milton.
Gavotte de la Princesse Stigolande.....H. Colville.
Serenade....."Summer Night".....O. R. Sullivan.
Galeop....."On a Flyer".....W. S. Milton.

It is reported that the work of refloating the Russian cruiser *Varyag*, which has sunk at Chemulpo, is progressing satisfactorily and that almost all the coal in her hold has been removed and sent to Sasebo. The muddy water which fills the vessel renders the divers' work somewhat difficult, but there is very reason to hope that the operations will be completed within the appointed period. The refloating of the Russian transport *Sugari* at the same port will also be effected before long.

DON Jaime, son of Don Carlos, the Spanish pretender, who has a commission in the Russian army, is now at the front.

A MAN arriving from the vicinity of Dalny states that on the 20th ult. the Japanese troops to the east of Port Arthur were within seven and one half miles of the city. There were about thirty to forty transports at Tallienwan on the same date.

THE foreign military attachés, the guests of the Navy Department on the *Manchu-maru* which arrived at Kobe on the 21st ult., had an opportunity of inspecting the Kawasaki Shipbuilding Yard on the same day under the conductorship of Commander Takarabe. The latter proceeded to Tokyo by train from Sannomiya in the evening.

THE steamship *Beaver* the first to cross the Pacific Ocean under her own steam, in 1835, which has been lying wrecked at the mouth of Vancouver harbour for twelve years, is to be raised by the City of Vancouver and placed on exhibition at Stanley Park, with a placard reciting the historical event in which she took part.

A CONFERENCE was held on the 22nd ult., by the officers of the Army General Staff. There were also present Admiral Baron Yamamoto, the Minister for the Navy; Baron Komura, the Minister for Foreign Affairs; General Baron Terauchi, the Minister for War; and Admiral Viscount Ito, Chief of General Naval Staff. The conference, which began at 2 p.m., lasted three hours.

THE gravity of the situation resulting from the action of the Vladivostok squadron is evidently thoroughly appreciated at home, says the *N. C. D. News* of 28th ult. Messrs. Butterfield and Swire have received instructions to stop their ocean steamers here and not send them on to Japan, and the P. & O. Co. have been instructed to stop the *Borneo* at Kobe and not let her go on to Yokohama.

It is reported that on the night of the 19th ult., Captain Melinsky and three other Russian prisoners quartered in the Public Hall at Matsuyama, escaped. Captain Melinsky had in his possession 1,000 in Japanese currency and 200 roubles, the others also possessing money. It is believed their escape was effected with assistance from outside. They are stated to be still at large, despite the vigorous search of the police.

THE American Commercial Agent at Vladivostok, Mr. Greener, telegraphs that a supplementary order of the Military Commander there permits the inhabitants to remain at Vladivostok, on condition that they deposit 423 pounds of flour, seventy-two pounds of buckwheat and twenty-seven pounds of salt as a guarantee of their ability to withstand eventualities, this latter referring to the expected bombardment of the port.

By kind permission of Lt.-Col. Iremonger and officers, the Band of the 93rd Burma Infantry will play the following programme of music at the King Edward Hotel, during dinner, on Friday, the 5th instant (weather permitting).
March....."The Star of Bobbie Burns".....Ord. Buns.
Overture....."Romantic".....Keler Buns.
Selection....."Reminiscences of the Plantation".....Chambers.
Cornet Solo....."Cradle Song".....Lang.
Selection....."Three Little Maids".....Robins.
Valse....."Garden Party".....Margis.
Intermezzo....."Lendia".....Andre.
God save the King.

A GOOD many complaints have lately reached us regarding the rule of the Star Ferry Company not to issue return tickets for the convenience of those whose business calls them over to Kowloon, but not frequently enough to make it worth their while to provide themselves with monthly or season tickets. Some of those complaining state that they have several times missed the ferry owing to the necessity for them to stop and purchase another ticket, and thus much valuable time is wasted, which busy men can ill afford.

We have received from the Superintendent of the P. & O. S. N. Co., the twenty-third edition of a very handy little volume, entitled "Where to stay," which is published by the Gordon Hotels, Ltd., of 450, Strand, London, and is issued as a guide to the best hotels at home and abroad. This volume is replete with every useful information for travellers in the principal cities of the four continents. It is got up in very good style, both the letter-press and the photographic illustrations being the best of their kind. This work is produced in such a form that it can be easily carried in tourists' pockets, where, no doubt, it will be generally found.

A CERTAIN ordinance reads:—"Any person or persons found selling, or attempting to sell, etc., etc., without a license, shall be liable to a penalty, etc." A pertinent question, in view of the numerous cases which come before the Police Magistrates under that ordinance, would appear to be, now why is there not an ordinance to this effect:—"Any person or persons buying or attempting to buy, etc., etc., from a person well-knowing that person to be unlicensed, etc., shall be liable to a penalty." Why should the buyers benefit by an illicit transaction and the seller be punished? When approached by a would-be vendor, it would be but a very simple matter for the person approached to ask to see his licence, and, finding he has none to refuse to deal. A case in point was that of a Japanese just arrived in the Colony who sold certain produce of his country to an old established trader of Hongkong with the result that the Japanese was punished by the Court, while the trader who presumably would suspect that the vendor had no licence to sell, suffered only to the extent of inconvenience of having to give evidence against the vendor before the Court.

THE GOVERNOR'S LEVEE.

It is notified in a *Gazette* Extraordinary issued this afternoon, that gentlemen attending His Excellency the Governor's Levee are expected to appear either in morning or evening dress except in cases where they may elect to attend in uniform when full dress should be worn.

THE PARSEE BARRISTER'S CASE.

The case of Shapurji Cowasjee Sauzana, a Parsee barrister, of Bombay, charged with forgery in that Presidency, and whose case has several times been remanded, under circumstances already reported in these columns, was again called on this afternoon before Mr. Kemp.

Mr. F. B. L. Howley, Crown Solicitor, prosecuted and Mr. Scott Harston appeared for the defence.

On the case being called, Inspector Power, of the Bombay Police Force, was put in the box, and Mr. Howley informed the Court that he had obtained a copy of the Indian Penal Code, now in force in Bombay. This he produced and Inspector Power testified that it was a correct copy. Witness had compared the extracts made by Mr. Powley and said they were correct in detail.

Mr. Harston objected to the extracts being put in as evidence.

His Worship over-ruled the objection.

Witness stated that the man Krishua who turned evidence was a Ghakki—a low class of native. Witness was told to get the extradition of the accused from the Philippine Islands. He was never told to procure his arrest. That was about the 8th of June last. He was told to go to Manila, and he went there. He there saw the British Consul according to instructions and gave him copies of depositions and exhibits. The depositions were open; the exhibits were sealed. The latter were returned, sealed as he gave them. Witness did not know what steps the Consul took. On the 7th of July witness was taken by the British Consul, with a Mr. Malabaroff, a sub-Inspector of Police, and another, to Bilibid prison, where the two identified Mr. Sauzana (the accused). The next day witness was instructed to purchase a passage for accused to Hongkong. The Consul gave the instructions, and on the 9th of July witness went to the office of a solicitor named Kinnie, and went with him to Bilibid and found accused had been taken to the Court. They went to the Court and saw the accused in conversation with the Attorney-General.

Witness had a conversation with accused, but was called away by Mr. Kinnie. Returning to the cell he found accused had been taken out of the cell by an American policeman. The latter, with witness and the accused, accompanied by Mr. Kinnie and the Consul, went on board the s.s. *Zufro*, and an hour later left the harbour arriving in Hongkong on the 11th July. Witness signalled to the Police launch on entering this harbour and then took the accused to the Water Police station where the latter was confined. Next day witness swore an information before this Court and had accused arrested on a provisional warrant. He did not know if any extradition proceedings were taken by the Consul in Manila. He knew accused had been arrested in Manila, at the request of the Bombay Government. That was before witness arrived in Manila. He understood that arrest was made with a view to the Bombay Government taking extradition proceedings.

The case was unfinished when our reporter left.

FRENCH INDO-CHINA.

SUCCESSFUL FRENCH ENTERPRISE.

Extensive irrigation works are about to be started in several provinces of the Tonquin delta in French Indo-China. These works include canals and barrages, which will be undertaken by the natives under the direction of French engineers. In the kingdom of Annam, near Phuly, a canal is being made in order to drain this region. By the barrage of several estuaries in the province of Phu-Lien 50,000 hectares will be available. Similar results will be obtained in the lower delta by the construction of dykes on the sea-shore and of sluices, which will accumulate water during the rainy season, and protect the ricefields from the sea at high tide.—*Straits Times*.

THE WEATHER.

The following report is from Mr. J. I. Plummer, Chief Assistant of the Hongkong Observatory:—
On the 4th at 11.20 a.m. The barometer has risen in northern and western Japan and fallen very slightly at other stations.

The typhoon is now situated in the Pacific to the S.E. of Tokio, and is moving towards the E.N.E.

Gradients are very slight upon the China Coast and very moderate over the China Sea. Light S. winds will prevail in the Formosa Channel and over the greater part of the China Sea.

Forecast:—Moderate S. to S.E. winds fine.

SOME idea of the discipline ruling among the troops in Port Arthur may be obtained from a soldier in the beleaguered fortress. "Every day (he writes) new orders are issued by our General, Stessel. It is a case of punishment for everything. After the 'plei' (whip) had failed to put a stop to thieving the General declared stealing to be a capital offence. Three men—two artillerymen and a Chinese—were hanged for taking vodka from the officers' mess. The soldiers cried and begged for mercy, but the Chinaman gained the whole time. When Father Urmanovsky was confessing the men before hanging he told the Chinaman that he had one chance left of escaping Hell, but the Chinaman said: 'Me no want to go Russian Heaven!'"

TELEGRAMS.

THE WAR.

RUSSIAN ARMY

DRIVEN BACK TOWARDS HAICHENG.

Mr. M. Nomia, Consul for Japan, has kindly forwarded to us the following telegram:—
Tokio, August 3rd, 2.00 p.m.

The Tomoucheng attacking army reports that, on the 30th July, the attack commenced on the enemy, who occupied strongly entrenched heights around Tomoucheng, fifteen miles south-east of Haicheng.

Fierce fighting occupied the whole day of the 31st July; while our left, having expelled the enemy before them, threatened the rear of the main body of the enemy, who were thereupon compelled to retreat during the night toward Haicheng.

The enemy under General Alexieff consisted of two divisions of infantry and seven batteries of artillery.

We captured six field guns and some prisoners. Our casualties were nearly 400.

The enemy left 150 corpses on the field.

RUSSIAN TELEGRAM.

Major-General Dessino, the Russian Military Agent in China, has issued the following telegram:—

Mukden, 26th July.

During 24th July the enemy recommenced the advance against our troops, which were situated to the south and south-east of Tashichiao. The fighting commenced with skirmishing of advanced detachments, after which followed heavy artillery fighting, which lasted 12 hours and during which our artillery of the south front silenced the enemy's artillery. At 4 o'clock p.m. the enemy tried to break the centre of our position but all its attacks were repulsed with heavy losses on the enemy's side. At the beginning of the night the fighting suspended and we retained all our positions. In consequence of discovered advance of Japanese from the passes of Dal'n and Phelia towards Simutenchen and Haicheng General Zarubaev, according to the instructions he had received, retreated towards north in good order and without being pursued by the enemy.

(Signed) Major General FLOUG,
Quartermaster-General.

S.S. "CHEFOO" HELD UP.

The steamer *Chefoo* which arrived here from Newchwang yesterday morning, says the *Chefoo D. News* of 26th ult., had her hands full of Japanese and Russian boarding officers on her way to and from Chefoo.

Going to Newchwang, and when about 48 miles south by east of Laotishan Pronontory, the Japanese held her up. She had proceeded only as far as Pigeon Bay when the Russians there thought they would take a "look see," and sent out a torpedo boat to flag her. The latter were perfunctory in their investigation, and declined to have some beer, laughingly stating that they had plenty of it in Port Arthur.

Coming down from the North, the *Chefoo* was rigorously handled by the Japanese torpedo boat lieutenant, who subjected her to all kinds of delays. The vessel was even fired on when, after half hour's parley, and the departure of boarding officer, thinking the investigation completed, she began to move. The shots from the quick-firers let the captain know they were not yet through with him, and he was compelled to allow a further inspection of all his papers. The *Chefoo* came here in ballast.

LOSS OF THE S.S. "MAHARAJAH."

A Marine Court of Inquiry was held at the British Consulate-General, Yokohama, on the 20th ult. to inquire into the circumstances attending the wreck of the steamer *Maharajah*, which left Yokohama on the 8th ult. bound for Yokkaichi. Mr. John Carey Hall, I.S.O., H.B.M.'s Consul-General, presided, having as associates Captain Campbell of the *Moysne* and Captain Graham of the *Ocampo*. The Court gave as its opinion that the cause of the stranding was principally due to an abnormal current setting to N.N.E., catching the ship on the port bow and setting her stern towards the land. The courses steered and the distances run seemed to have been correct up to 10.30 p.m., when the change was made from South to West. Considering that Vries Island had not been seen, nor Rock Island light sighted, the Court was of opinion that the master was in error in altering his course to westward so soon, and for this he was reprimanded. The Court commended the conduct of Robert Charles, second engineer, in obtaining communication with the shore at the risk of his life after the stranding of the vessel. The other officers were all exempted from blame. The expenses of the Court were ordered to be paid by the Master.

THE *N. C. D. News* understands that the gentleman who is on his way to the Far East to succeed Mr. Willis E. Gray as Chairman of the Committee of the American China Development Company and Engineer-in-Chief of the Hankow-Canton railway is a native of Luxembourg.

SHIPPING AND MAILS.

MAILS DUE.

French (*Catherine Apcar*) 8th inst.
American (*Korea*) 11th inst.
Indian (*Namsang*) 15th inst.
Canadian (*Empress of India*) 15th inst.
American (*Gaelic*) 18th inst.

The C. P. R. Co.'s s.s. *Empress of Japan* arrived at Vancouver 7 p.m. on 2nd inst.
The s.s. *Catherine Apcar* with the French mail of the 8th ult., ex *Polynesien*, and the German mail ex *Prinz Heinrich* ex *Polynesien*, left Singapore on 3rd inst., and may be expected here on 8th inst.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

STRIKE AT CANTON
SHIPPING SUSPENDED.

RICESHOPS CLOSED.

CANTON, 4th August,
10.45 a.m.

The steamers *Honam, Tai On, Kwangtung, Yingking* and *Saimam* arrived here this morning, but in consequence of all the cargo-boats having struck, it is impossible for them to discharge their cargoes with the result that shipping is at a standstill.

[In this connection our Canton correspondent writing on Wednesday informed us that, for some time past, trouble has been brewing between the cargo-boat people and the tax collectors at that port. It seems that the authorities have revised the tax on cargo boats, which previously was at the rate of 10 cents per cheung equal to about 10 ft. Chinese measurement, but now they wish to charge by English measurement, which means the boat people will have to pay on 2 ft. more per cheung. This they are resenting and have congregated at the entrance of Fati Creek and are prepared to give armed resistance.

Writing last night he says that he visited Fati Creek, and saw the Customs armed launch there together with five small Chinese gunboats, and further he noticed the Harbour Master accompanied by Colonel Young and Mr. H. Rumford, with steam pinnace and 2 gigs quietly requesting the cargo boats to move out of the launch fairway and keep the passage to the creek open. This they seemed to quite willingly do. All the cash ferry boats struck work that day and unless the grievance is settled to-morrow, he wrote, all classes of native river craft will refuse work. The s.s. *Hupoh* (Butterfield and Swire) and the China Merchants' Steamer *Kwang-ee* are lying in the harbour idle, being unable to hire lighters we understand that the Hongkong Canton and Macao s.s. *Hankow* which leaves at 5.30 p.m., to-day, will not take any cargo for Canton.—Ed., H. K. T.]

H.M.S. "OCEAN"
CHALLENGED

BY UNKNOWN CRUISER.

CLEAR FOR ACTION.

(From Our Own Correspondent.)

WEI-HAI-WEI, 3rd August,
5.45 p.m.

H.M.S. *Ocean* arrived here yesterday and reports having been followed by a large cruiser; when requested, she refused to show her colours till quite close. The *Ocean* then cleared for action whereupon the cruiser flew the German flag.

[H.M.S. *Ocean* left Hongkong for Wei-hai-wei on the 28th ult. She is a first class battleship, of 12,500 tons, and 14,500 indicated horse power. She carries 16 guns and is commanded by Captain T. G. Green, R.N. The above was issued as an "extra" at 10 a.m. to-day.—Ed., H. K. T.]

(Router's.)

Vote of Censure on the
Government.

LONDON, 2nd August.

A vote of censure on the Government by Sir Henry Campbell-Bannerman has been rejected by 238 to 210.

France.

The elections of the French Council General show a net Government gain of 83.

LATER.

The Release of the "Malacca."

The Russian Government has issued a statement on the release of the *Malacca* saying that the liberation is due solely to the British declaration that the contraband was Government property. It affirms that the Captain refused to show his papers, and adds that the Government in nowise abandons its intention to send out cruisers and other warships to prevent the carriage of contraband to the enemy. The term of the commission under which the *St. Petersburg* and the *Smolensk* were sent out has now expired. The status of the Volunteer Cruisers in connection with the Dardanelles question is not mentioned in the statement.

(N. C. Daily News)

Port Arthur News.

Chefoo, 27th July.

Heavy cannonading has been heard in the direction of Port Arthur since this morning, and it is believed that the general attack has been commenced both from the land and from the sea.

A Chinese arriving from Yantowuan states that there were fourteen war-vessels in the harbour on the 19th inst. Four of these were damaged. Two ships were alternately watching the entrance. Twelve torpedo-boats and destroyers were in harbour, four of them in dock. There were also seen nine steamers and two steam launches. Coal was deficient. The gross number of Russian combatants was about 10,000, most of whom were concentrating in the Eastern direction, while none were to be

seen in the direction of Yantowuan. Provisions were very scarce; a hen had been sold for \$2 and eggs fetched ten cents each.

A Chinese junk which left Liao-tshan on the 15th reports that heavy firing was heard from the land side of Port Arthur from early morning to 1 p.m. on Saturday, and from midnight to dawn of the following day. The Russian casualties in that fight were stated to be several hundreds.

Chefoo, 28th July.

A Chinese junk which left Yantowuan at 3 p.m. on the 26th has arrived here, and reports that from the previous midnight firing was heard, lasting for some hours. It was believed that the Japanese fleet was engaging the forts on Golden Hill.

At about 4 a.m. on the 26th the firing was suspended for an hour, and until the junk got close to Chefoo heavy cannonading was heard without interruption.

At daylight on Wednesday, the 27th, eight large Japanese men-of-war, and a number of torpedo-boats and destroyers were sighted, and some firing was heard, in the far distance.

The Recovery of Newchwang.

Newchwang, 26th July.

The Japanese occupation has brought peace and safety.

The Russian restrictions on trade have been removed.

Yingkou (Newchwang), 26th July.

The Russian Consular flag replaced the Administration flag at 8 a.m. yesterday over the Administration house and offices and the Chinese Customs.

As soon as the Japanese scouts were sighted, the Russian Consular flag was replaced by the French flag.

At eight this morning the Dragon flag was hoisted over the Imperial Chinese Customs property, but its career was not long, the Japanese captain of scouts hoisting the Japanese flag. The flag over the West Chinese Customs will also change from French to Japanese.

The remaining Russians, such as Messrs. Grosse (the Russian Consul and Administrator) and Blacher (manager of the Russo-Chinese Bank), are leaving to-morrow for Tientsin.

Mr. Bush and a few others rode out to meet the Japanese scouts, accompanying them to Fort Laotung.

Mr. H. A. Little, the British Consul, was perceived to be very energetic; seeing the scouts leaving the town, he rode to the Russian Settlement, and his errand was successful. When he arrived there, Mrs. Bush acting as his interpreter, a riot might have taken place, but was saved through the Consul's body and a few British residents helping the Japanese lieutenant Sahara to police the town.

Much trouble and anxiety would have been saved if H.M. *Aspidelle* had been here yesterday morning; no doubt she will arrive when she is no longer wanted, which is the way the British Government, with its fear of action, is accustomed to work.

Tokio, 28th July.

It is officially announced that a detachment from General Oku's army occupied Newchwang on the 25th inst.

Neutral ships are freely entering the Liao river.

The Russian gunboat *Sivoutch* is remaining above Tienchiwangtai armed.

Reported Russian Cruelties.

Tokio, 28th July.

General Oku enumerates new instances of Russian cruelty at Tashichiao.

Anti-Foreign Uprising.

FOREIGNERS MASSACRED.

Hankow, 23rd July.

Bishop Verelagen, his brother a priest, and Father Robrecht, all of the Belgian Franciscan mission, have been killed in an anti-foreign rising at Lichen-hsien, Senanfu, in this province. At the same time two native priests were decapitated and three acolytes burnt to death. The mission premises were destroyed. The authorities have sent half a yin of soldiers to the scene.—China Gaz. It.

French Converts Killed.

The *Universal Gazette* learns from its correspondent in Nanchangfu, capital of Kiangsi, of an uprising caused by a dispute over the lease of some house. The ringleader is a man named Tsiang. A chapel was totally destroyed and a native convert says that about 750 worth of valuables were lost, having been stolen by the mob from the house which is a Chinese building.

Over 20 Chinese Christian houses were looted; one man lost about 15,000 worth of property.

Two of the converts were carried away by the rioters who put them in confinement for some time. It is said that these two men afterwards died of the injuries received. Two others were taken away and beaten to death in the same house.

The Magistrate of Hsin Chonghsien, in which district the riot occurred, arrested several persons, but they were rescued by their comrades. The magistrate at once reported the occurrence to the Governor, who without loss of time despatched troops to the scene of disturbance.

The French Consul-General at Shan-hai has demanded the punishment of the local officials, who are guilty of negligence of their duties.

The Governor has further received an intimation from the French Consul that the lives of the missionaries at Tsingkiangpu and Suachou are in danger, and asked for effective protection to be extended to them.

(Straits Times.)

London, 27th July.

Krugers Remains.

Krugers body has arrived at Hague and has been conveyed to a cemetery there pending its removal to South Africa.

Queen Wilhelmina sent a wreath. Three Cabinet Ministers and number of Dutch ex-South African officials were present at the ceremony.

The "Knight Commander"

Outrage.

Reuters correspondent at Tokyo reports that the British Minister there has instituted a searching inquiry into the sinking of the *Knight Commander*.

The home papers are impatient at the delay in effecting a settlement with Russia. The *Standard* states that the Government should realise that the temper of the nation is rising.

The *Morning Post* argues that diplomatic arguments are out of place in this matter.

The *Daily Telegraph* declares that neither the Government nor the country desires war, but that they cannot and will not suffer the destruction of British ships.

THE WAR.

SINKING OF THE "TAKASHIMA-MARU."

NARRATIVE OF THE PURSER.
PRESS OPINION.

The Vladivostok squadron seems to have at last appeared off the Uraga Channel, the entrance to Tokyo Bay. A telegram reached the Imperial Headquarters yesterday, says the *Kobe Chronicle* of 27th ult., stating that cannonading was heard at 10.30 a.m. yesterday off the eastern coast of the Boso (Awa-Kazusa) Peninsula, outside the Uraga Channel. The dispatch does not say whether any ships were seen or not.

A message reached the Imperial Headquarters yesterday from the Governor of Ibaragi Prefecture, stating that about noon on the 22nd ultimo a fishing boat from Isobama observed two steamers with three funnels and three masts and another steamer with two masts, apparently war-ships, proceeding southwards about 80 miles off Hiraiso. The distance between the vessels and the fishing-boat was only about a mile. Other fishing boats saw the squadron. About an hour later a black-painted steamer with one funnel and two masts was seen proceeding northwards about 60 miles off Isobama, the distance between the steamer and the fishing boat in this case being about eight miles.

The purser of the steamer *Takashima-maru*, which was sunk on the 20th ult. by the squadron off the Esan Point, on-arriving at Hakodate gave the following account of the incident:—

The steamer was stopped by the Russians about 60 miles off Isosy, in the vicinity of Esan Point. The vessels which stopped the *Takashima* seemed to be the *Russia* and *Rurik*, while one which pursued a foreign steamer (presumably the *Samura*), which was ahead of the *Takashima*, was probably the *Gromovoi*. Two boats, each with 2 officers and 20 men, came from the Russian ships, and the officers entered into conversation with our Captain, but they could not understand each other. At last a Russian who was able to speak a few words of Japanese asked the Captain to produce the ship's papers, which request was complied with. The Russian then asked how many men were on board, and the Captain by indicating with his fingers replied that there were twenty-two. This was all the information the Russians asked for. They then ordered the Captain to quickly lower the boats and leave the steamer, and afterwards went away. We lowered two boats, and our whole crew left the steamer at 6.30 a.m. on the 20th. A few minutes after the crew had left, the steamer began to sink, going down stern first. She sank without a single shot being fired, and we supposed the Russians had laid explosives in the engine-room. A stoker said he had seen some of the naval men throwing explosives into the engine-room. The cargo of the *Takashima* consisted of 580 packages of general cargo, and 160 cases of gunpowder for mining purposes.

The action of the Vladivostok squadron has of course evoked a good deal of comment from the press. *Chugui Shogyo Shimpo*, a leading commercial journal, referring to the gravity of the situation commercially, says the Pacific is the most important highway of Japanese trade. The enemy's ships being once in the Pacific, all commerce, foreign and Japanese, is menaced. There can be little doubt, however, says the Tokyo journal that the Japanese Navy, which has before missed the Russian squadron on account of fog and storm, will not lose the present opportunity to crush the squadron, which is now, as it were, in the open field. If the fleet is prepared to encounter the squadron action should be taken without delay before Japan's trade suffers.

The *Nichi-Nichi* points out that the Vladivostok squadron, which has more than once attempted to pass the Tsushima Straits, has passed through the Tsugaru Straits without any opposition, and it may now be concluded that the squadron has abandoned any intention to return to Vladivostok. The Port Arthur Squadron has attempted to escape, but without result; the movement of the Vladivostok squadron has been long expected, and the Japanese Navy must now be prepared to meet emergencies.

PORT ARTHUR.

The chief cook of the s.s. *Nimuta* who has returned to this Port (Chefoo) from Yantowuan, which place he left on the 21st ult., states that about a week ago a Russian torpedo destroyer carrying sixty-three crates of mail matter, came to Port Arthur from Yinkow. At the time there were fourteen warships of all descriptions, four of which were damaged. Two ships were alternately sent out to act as guardships under Haungchinsan at the harbour entrance. There were also twelve torpedo boats at Port Arthur, four of which were being repaired in the docks.

The steamers at Port Arthur, in addition to the hospital ship *Mongolia*, were eight in number, among them being the *Kirin*, *Yinkon*, *Tsitshar* and *Ninguta*; coal was very scarce. The strength of the garrison was about ten thousand, concentrated at the east of Port Arthur. No Russian troops were seen about Yantowuan. Provisions were also very scarce. Pork could not be bought at any price; beef, 25 cents per catty; provision, 20 cents per catty; potatoes, 20 cents per catty; sugar 30 cents per catty; chickens, about \$1.00 each and eggs, 10 cents each. Singlets, socks, etc. were hard to obtain. The Japanese prisoners were made to go around the market once in a week in carts and escorted by four Russian soldiers.—Shanghai Mercury.

It is reported from Dalay that on the 19th ult. the Japanese fleet was seen in the vicinity of Siapungtao firing at the fortresses. Firing was also heard at the time on land at a place called Hungwakou, north of Siapungtao. The same thing happened the previous day, the 18th ultimo.

COLLISION IN THE HARBOUR.

A collision, happily not attended with very serious consequences, occurred in the harbour shortly before eight o'clock last night. The Norddeutscher Lloyd steamer *Wongkoi* with a cargo of rice from Bangkok had just dropped anchor off West Point when she was run into by the British India Steam Navigation Co.'s *Ufina* bound in from Singapore with a general cargo.

The *Wongkoi* was heavily struck abait the engines, three or four plates being badly bulged; but fortunately did not spring a leak.

The *Ufina* sustained slighter injuries, though both boats will have to dock.

A marine enquiry is to be held. The damage to the *Wongkoi* (one of the plates being below the water-line) is estimated at \$2,000.

FARNHAM, BOYDS.

A "Perplexed Shareholder" contributes the following letter to the *China Gazette* on the 26th ult.:—

I have watched with considerable interest criticisms in the local papers anent the value of shares in the Indo-China S. N. Co. and the Dock Co. and as I had expected that this criticism, as far as the Dock Co. is concerned, would have been transferred to the meeting of the shareholders held on the 19th ult., and have been somewhat disappointed in noticing that nothing whatever occurred on that occasion, I think it but right to call attention to a real grievance which has caused considerable loss to investors:

The following is my own experience, and I know I have a great number of fellow sufferers. At the annual meeting of Farnham, Boyd & Co., in 1901, the chairman of the company gave such a glowing account of the company's position and held out such great hopes as to the future of the company, that I decided to invest my small savings in ten shares of that company, and paid 270 taels for each share. The company paid 28 per cent. on the year's working, and with the chairman's remarks before me I thought I was fully justified in investing my little all. My disappointment was therefore great when in July, 1902, a dividend, totalling 17 per cent. for the year was declared. Still, I had 6 per cent. out of my money, and as the chairman of the company let fall the following remarks:—"We are passing through a dullness of trade which invariably follows war.....If this year continues as it has begun it should be a record one, and this is certainly calculated to inspire confidence in the future of the company.....We have large contracts on hand, and notwithstanding the increased capital, the future appears to us very encouraging.....I emphatically believe that there is nothing better in China than S. C. Farnham, Boyd & Co. to-day.....I am not a prophet, but I think I can see something ahead which will benefit the whole lot of you." In the face of such encouraging remarks I decided to hold on to my shares, although I must confess friends were not wanting who had a different tale to tell from the above glowing remarks of the chairman.

It was certainly lucky for the reputation of the chairman that he did stop short of claiming the gift of prophecy, for in spite of his assurance that the year would probably be a record one his hopes and calculations were dashed to the ground by the declaration of a 15% dividend for the year. I now wished I had taken the advice of my friends the year before and sold my shares, but as the chairman again said that so far as the year had gone business had been very satisfactory and that prospects were good I decided to give the Dock another trial. And now this year a dividend of 12 per cent. has been declared. The earnings of the company are evidently becoming smaller, but the chairman re-assures you by saying: "The outlook now is by no means gloomy, as we have orders for a river steamer, pontoon, large and small lighter, and we expect more when peace has been declared. There seems to be no doubt business will then revive.....The business of S. C. Farnham, Boyd & Co. in our opinion is better than it has ever been before.....We have nothing to be anxious about, and the future seems very encouraging."

Now, with all due respect to the worthy chairman, these remarks of his are not quite in accordance with sense. In the face of the history of the company, and the present result, it is obviously sheer nonsense to declare that "the business of Farnham, Boyd & Co. in our opinion is better than it has ever been before." I do not know how much money the Dock actually earned during the financial year 1902/1903, but the dividend paid amounted to 28 per cent. The following are the earnings and dividends paid during the last three years:

1901*	1,848 \$10 30	Divid. 17 p.c.
1902*	971,124 00	Divid. 15 p.c.
1903*	760,533 18	Divid. 12 p.c.

* Net earnings.

I need accompany these figures with no comment in order to prove the recklessness of the chairman's statements! How can the position of the company possibly be better now than it was last year or the year before when the earnings were many hundred thousand taels more than during the year just passed? It is simply a stock phrase which was made use of both in 1902 and 1903. "And the future appears to us very encouraging." It does not appear very encouraging to me. It is true the chairman says that "we expect more work when peace has been restored, there seems to be no doubt business will then revive." Possibly. But the same chairman said in 1902: "We are passing through a dullness of trade which invariably follows war." The chairman was then stating something which was a fact, but when it comes to the future the chairman is optimistic enough to contradict his own statement of fact two years ago and prophesy that we shall have plenty of work when the war is over.

I think such statements should not be made year after year, for they tend to lessen the con-

fidence of the shareholders in the remarks made by the directors of the company. In view of the above figures it is simply ridiculous to state that the position of the Dock Company is better than it has ever been before. For, apart from the steadily declining earnings of the company, the future threatens it in a serious manner. Messrs. Butterfield & Swire will have a large share of their own in Hongkong within two years. The German government will have their own floating dock in Tsingtau within the present year capable of docking their large men-of-war out here, and it would not be surprising if a goodly number of Teutonic merchant steamers will also avail themselves of this dock. These facts are presumably known by the directors of Farnham, Boyd & Co., and I fail to see how they can view the future in such a rosy light. I refrain from going into all details of the accounts, for they speak quite sufficiently for themselves.

My grievance is this: Why do we always get such reassuring statements from the directors, such stereotyped remarks year by year, although the position of the company would warrant a fuller and wider review of its affairs. [Why did not our correspondent get up and tell all these awkward truths at the meeting? Shareholders in Shanghai always seem to us to be very like a flock of sheep, great fellows at "rousing" and growling till it comes to standing up and calling to account in public those whom they condemn and criticize in private.—Ed., C.G.]

SMALL-POX AT BRUNEI.

A devastating epidemic of small-pox which is decimating the natives by hundreds has broken out in Brunei, and an urgent appeal for medical assistance has been sent to Singapore. The result of that appeal has been immediately acted upon and to-morrow four doctors—Dr. Shepherd of Tan Tock Seng Hospital, Dr. Buech of H. M. S. *Sirius*, Dr. Giddy, of Christmas Island, and Assistant Surgeon Wheatley—leave Singapore for the afflicted district.

It seems that Brunei has a native population of 5,000, but there is only one European doctor available for duty there. That is Dr. Adamson, the Colonial Surgeon of the island of Labuan at the entrance to Brunei Bay. When the epidemic appeared it spread with such frightful rapidity that the only doctor in the place was overtaxed to combat the disease. By last reports there were 1,000 cases under treatment and 500 deaths had occurred. Vaccine was also practically finished and in these circumstances the appeal for help became a clamant cry. The appeal was received by the P.M.O., Dr. McDowell, who at once made arrangements to answer it by sending four medical men to Brunei. But there was the difficulty of providing lymph. Such an immense quantity as will be required could not be furnished by Singapore. It was accordingly decided to get a supply of lymph from Saigon, and H.M.S. *Rinaldo* left this morning to convey the lymph from Saigon to Brunei.

The relief medical expedition leaves by the *Manila* to-morrow morning, says the *Straits Times* of 29th ult., and it is expected that the *Rinaldo* will arrive at Brunei about the same time as the *Manila*. The party will establish tents and live in the open, treating all and sundry with every means at their disposal for the extermination of the epidemic. It is probable that they will be away from Singapore for several weeks and there is no doubt that they will be having an arduous task before them. The natives of Brunei live under conditions which are extremely favourable to infection and the efforts of one overworked doctor would be impossible to stop the outbreak. It is hoped, however, that the party from Singapore will succeed in eradicating the disease and checking the terrible death-rate.

Co-day's
Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,

on
WEDNESDAY,the 24th August, 1904, at 3 P.M.,
at their

Sales Rooms, No. 8, Des Voeux Road,

(Corner of Ice House Street),

THE British Screw Steamer

"HOICHING,"

Built in London in 1879, Length over all 175 feet, Breadth 26½ feet, Depth 14 feet, Gross Tonnage 500, H.P. nominal 200, Cylinder 28 in. by 48 in., Stroke 22 in., Revolution of Engines per minute 80, Working pressure 60 lbs., 3 Donkey Engines and One Winch.

She has a Government Licence to carry 400 Passengers.

TERMS:—As usual.

For Further Particulars, apply to—
HUGHES & HOUGH,
Auctioneers.

Hongkong, 4th August, 1904. [910]

TO LET AT MACAO.

HOUSE No. 15, PRAIA GRANDE, well ventilated, with large and airy rooms and nice verandah.

For Particulars, apply to—
OMER CASSAM MOOSA,
49, Rua Central,
Macao. [909]

METROPOLE THEATRE.
METROPOLE HOTEL.

Sole Proprietor, Mr. JAS. CHRISTIE.

SATURDAY, August 6th.

GREAT SUCCESS OF OUR MINSTREL

First Part.

Each Item a Hit.

NEW SONGS, DANCES AND GAGS.

THE LAUGHABLE FARCE

RAZOR JIM.

Rickshaws held till conclusion of Performance.
Overture 8.15 p.m. Performance 9.15.
Prices:—... .. \$3 and \$1.
Hongkong, 4th August, 1904. [907]

Co-day's
Advertisements.BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.FOR AMOY, STRAITS AND RANGOON.
THE Company's Steamship

"PURNEA,"

Captain F. W. Packham, will be despatched as above, on SATURDAY, the 6th instant, at Daylight.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 4th August, 1904. [905]

BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.FROM RANGOON AND STRAITS.
THE Company's Steamship

"PURNEA,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., FRIDAY, the 5th inst., will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 4th August, 1904. [906]

COMPAGNIE DE MESSEAGERIES
MARITIMES.

PAQUETOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND

YOKOHAMA.

THE Company's Steamship

"MANCHE,"

Captain —, will be despatched for the above Ports, on or about WEDNESDAY, the 10th instant.

For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.

Hongkong, 4th August, 1904. [909]

AMERICAN ASIATIC STEAM-
SHIP COMPANY.

FOR NEW YORK via SUEZ CANAL.

THE Steamship

"EPSOM,"

Captain J. White, will be despatched for the above Port,

Mails.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, MEDITERRANEAN AND
BLACK-SEA PORTS, LONDON,
HAVRE, BORDEAUX;
ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 9th August, at
1 P.M., the Company's Steamship
"OCEANIC", Captain Oliver, with
Mails, Passengers, Specie and Cargo,
will leave this Port for MARSEILLES, via
Ports of Call, WITHOUT TRANSHIP-
MENT.

Cargo and Specie will be registered for London
as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.

Shipping Orders will be granted till NOON
only on MONDAY, the 8th August, Specie
and Parcels received until 4 P.M. on the same
day. No Cargo will be received on board on
TUESDAY.

Parcels are not to be sent on board; they
must be left at the Agency's Office. Contents
and Value of Packages are required.

For further Particulars, apply at the Com-
pany's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 29th July, 1904.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"SIMLA,"

Captain F. R. Summers, carrying His Majesty's
Mails, will be despatched from this Port for
BOMBAY, on SATURDAY, the 13th August,
at Noon, taking Passengers and Cargo for the
above Ports in connection with the Company's
S.S. *Chima*, 7,912 tons, from Colombo,
Passengers' accommodation in which vessel is
secured before departure from Hongkong.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. *Balaarat*
due in London on the 26th September.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 30th July, 1904.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., AND TACOMA,
VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
<i>Hyades</i>	3,753	Geo. Wright	Ab. Aug. 11
<i>Shawmut</i>	9,606	W. M. Smith	Aug. 31
<i>Trenton</i>	9,606	T. W. Garlick	Oct. 1
<i>Shawmut</i>	9,606	W. M. Smith	...
<i>Trenton</i>	9,606	T. W. Garlick	...
<i>Lyra</i>	4,417	G. V. Williams	...

† Cargo only.

Steamers marked (*) have no second-class
passenger accommodation.

FOR MANILA.

The largest, steadiest, and most comfortable
steamers for Manila.

Shawmut..... 9,606 W. M. Smith..... Ab. Aug. 12

Trenton..... 9,606 T. W. Garlick..... Sept. 10

CHEAP FARES, EXCELLENT ACCOMMODATION,

ATTENDANCE AND CUISINE, ELECTRIC

LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shawmut* and *Trenton*
have just been fitted with very superior accom-
modation for first and second class passengers.
The large size of these vessels ensures steady-
ness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queen's Buildings,
Hongkong, 28th July, 1904.

Consignees.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, LONDON
AND STRAITS.

THE Steamship

"MERIONETHSHIRE,"

Captain G. C. Cundy, having arrived from the
above ports, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, at Kowloon and stored at Consignees'
risk and expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 9th inst. will be subject
to rent.

All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on the 9th inst. at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 3rd August, 1904.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship

"LAISANG,"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.

Cargo impeding the discharge or remaining
on board after 4 P.M. the 4th August, will be
landed at Consignees' risk and expense into
Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 1st August, 1904.

NOTICE TO CONSIGNEES.

THE STEAMSHIP "SAGAMI,"

FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed

that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Ltd., at
Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 7th instant will be
subject to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
10th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 5th instant at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LIMITED,
Agents.

Hongkong, 1st August, 1904.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBORO',
LONDON, AND STRAITS.

THE Steamship

"GLENESK,"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods are being landed at their risk into the
Godowns of the Hongkong and Kowloon
Wharf and Godown Company, Limited, at
Kowloon, where each consignment will be
sorted out mark by mark, and delivery can be
obtained as soon as the Goods are landed.

Goods not cleared by the 8th instant will
be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the
Godowns, and a certificate of the damage ob-
tained from the Godown Company within
ten days after the steamer's arrival, after which
no claims will be recognized.

MCGREGOR BROS. & GOW.
Hongkong, 1st August, 1904.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. CO.'s Steamship

FROM ANTWERP, LONDON, PORT
SAID, SUEZ, BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. *Moldavia*.

From Persian Gulf, ex B.I.S.N. and B. & P.

S.N. Co.'s Steamers.

From Alleppey, ex S.S. *Rajput*.

Optional Goods will be landed here unless
instructions are given to the contrary before
4 P.M. TO-DAY.

Goods not cleared by the 4th proximo, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignee's
and the Company's representative at an ap-
pointed hour.

All claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognized.

No claims will be admitted after the Goods
have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 29th July, 1904.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$10,000,000	\$1,417,366	Div. of £1.10/- and bonus of 10/- @ exchange 1/8/- = \$22.994 for half-year ending 31.12.1903	6 1/2 %	\$660
National Bank of China, Limited	4,453	£10	£8	\$250,000	\$21,668	ending 31.12.1903	5 1/2 %	London £68 1/2
Do. (Founders)	750	£1	£1	\$175,533		\$2 (London 3/6) for 1903		\$38 buyers
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$191,973	\$1,959,926	None	5 1/2 %	\$545 sellers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$1,750,000	Nil.	\$4 for 1902	6 1/2 %	\$64
North China Insurance Company, Limited	10,000	£15	£5	\$509,143	Tls. 27,189	Final of £1 making £2 for 1902		Tls. 6 1/2
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$284,445	\$186,284	\$12 for 1902	9 1/2 %	\$130
Canton Insurance Office, Limited	10,000	\$50	\$50	\$306,872	\$110,551	\$15 for 1902	7 %	\$208
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	\$50	\$50	\$151,902	\$371,110	\$22 1/2 for 1902	7 1/2 %	\$310 buyers
China Fire Insurance Company, Limited	20,000	\$100	\$50	\$331,342	\$329,047	\$6 dividend & \$1 bonus for 1902	8 %	\$88
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$122,138	\$41,538	\$14 for second half-year 1903	10 1/2 %	\$31
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$150,000	\$5,853	10/- for 1903	5 %	\$108 sales & b.
China and Manila Steamship Company, Limited	30,000	\$50	\$50	\$100,000	Dr. \$63,123	\$5 for 1900		\$26
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,000	Nil.	\$3 for year ended 30.6.1903	8 1/2 %	\$35 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$80,915	\$1,287	\$1.80 & b. 40 cts. for year ending 30.4.04	6 1/2 %	\$30 buyers
Straits Steamship Company, Limited	10,000	\$10	\$5	\$15,000	\$33,648	\$0.90 & b. 20 cts. for year ending 30.4.04	4 1/2 %	\$26 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	\$21,475	\$19,555	\$5 for 2nd & 4-year making \$13 for 1903	8 1/2 %	\$155 buyers
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	\$130,153	Tls. 865	Interim of 1/- (Coupon No. 4) for 1903	4 %	23/6 sellers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	\$140,000	Tls. 865	Final of Tls. 1 making Tls. 2 for 1903	6 %	Tls. 35
Do. (Preference)	100,000	Tls. 50	Tls. 50	\$201,614	Tls. 55,541	Final of Tls. 2 1/2 making Tls. 4 1/2	9 1/2 %	Tls. 48 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Final of \$7 making \$12 for 1901		\$186 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897		\$9 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 2 1/2 for year ending 30.9.03	4 1/2 %	Tls. 60
MINING.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903		\$490
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	Fcs. 1,529,652	Dr. £7,236	No. 12 of 1/-		\$7 1/2 sellers
Chinese Engineering and Mining Company, Ltd.	50,000	£1	£1	£4,873	£6,671	No. 2 of 1/-		Tls. 6.50
DOCKS, WHARVES & GODOWNS.								
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$17,500	\$425,340	\$6 dividend and \$1 bonus for second half year 1903	6 1/2 %	\$221 buyers
S. C. Farham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	\$1,900,000	Tls. 58,153	Tls. 7 final = Tls. 12 for year end. 30.4.04	8 1/2 %	Tls. 144 buyers
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$1,950,000	\$43,732	\$6 for 2nd half year 1903	4 1/2 %	\$255 buyers
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000	\$40,936	\$10 div. and \$2 1/2 bonus for 1903	6 1/2 %	\$200 buyers
Do. (Preference)	2,750	\$100	\$100	\$14,000	\$29,926	\$7 dividend	6 1/2 %	\$110
Howarth Erskine, Limited	12,000	\$100	\$100	\$50,989	\$28,015	\$10 div. & \$2 1/2 bonus for 1902/3	6 %	\$105 sellers
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	30,000	\$50	\$50	\$250,000	Tls. 22,895	Final of \$2 1/2 making \$5 for 1903	4 1/2 %	\$112
Shanghai and Hongkong Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 487,210	Tls. 1,760	Final of Tls. 6 making Tls. 11 for 1903	7 1/2 %	Tls. 150 buyers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 5,913	Tls. 5489	Tls. 18 for 1903	9 1/2 %	Tls. 187 1/2 sellers
New Amoy Dock Company, Limited	6,000	\$64	\$64	\$55,500		\$1 1/2 for 1903	4 1/2 %	\$27 1/2
LANDS, HOTELS & BUILDING.								
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000	\$51,966	Interim of \$6 for 1904	8 %	\$151 sales
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 130,000	Tls. 37,634	Interim of Tls. 3 for 1904	7 1/2 %	Tls. 109
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 54,626	Tls. 325	Final of Tls. 5 making in all Tls. 9 for 1903	7 1/2 %	Tls. 125 sales
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	none	none	Interim of Tls. 2		Tls. 55
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$636	\$2.60 for 1903	7 1/2 %	\$38 buyers
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None		Tls. 10
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,362	Interim of \$1 1/2 for 1904	5 1/2 %	\$58 1/2
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000	\$3,161	\$5 for second half-year 1903	7 1/2 %	\$134 buyers
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	\$10,771	Tls. 655	Final of Tls. 4 making Tls. 9 for 1903	6 %	Tls. 1